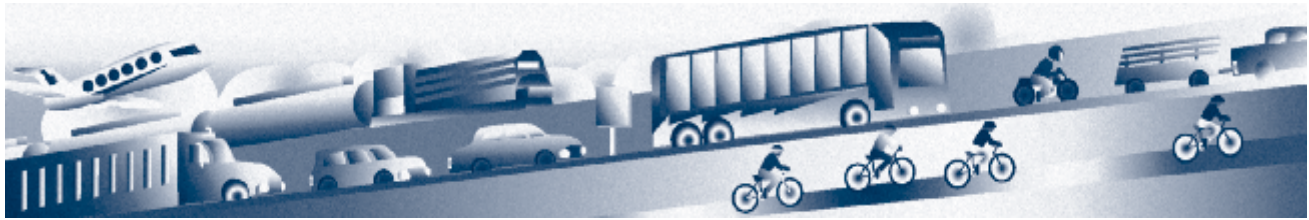


# **FORUM ON TRANSPORTATION INVESTMENT**

**3<sup>RD</sup> MEETING**

## **TRANSPORTATION NEEDS – CURRENT & FUTURE**

**APRIL 28, 2005**



# **FORUM ON TRANSPORTATION INVESTMENT**

## **TRANSPORTATION NEEDS – CURRENT & FUTURE**

### **MINUTES**

**AGENDA** [agenda 042805 fnl.doc](#)

**April 28, 2005 – 9:00 AM to 4:00 PM**

**Red Lion Hotel, 1555 Pocatello Creek Road, Pocatello, Idaho**

#### **Welcome and Introductions – Jim Kempton, Chair**

Jim reviewed this meeting's objectives ([meeting objectives.doc](#)) and asked the members and audience to introduce themselves.

- Member Introduction - 35 members [sign-in-members.doc](#)
- Other Attendees – 42 audience [sign in-audience.doc](#)
- Facilitators – 4 facilitators

#### **GARVEE Update – David Ekern, [Ekern-GARVEE Presentation.pdf](#)**

David gave an overview of the GARVEE legislation and the process that will be used. Major points were: The "Connecting Idaho" identified 13 proposed projects for consideration maybe selected; the legislation involves several state departments; the projects will use standard programming; projects will be sized for Idaho contractors; not increase taxes; and use current staff.

#### **Needs Prospective – Tom Warne, Tom Warne & Associates, LLC, [Tom Warne presentation.doc](#)**

Tom noted several principles for defining Idaho's future – Transportation is tied closely with Idaho's future. Transportation's objectives are moving people and goods in a timely manner. Idaho's economic development, tourism, quality of life, agriculture, etc., are heavily influenced by the surface transportation system. Transportation projects of the future must meet the ultimate statewide goals while addressing local issues.

Tom also listed several considerations for developing future projects:

- Projects should be tied to statewide transportation objectives.
- Measurement of each project's costs, timeliness, efficiency, etc., must be used and communicated to Idaho's citizens.
- All options and technological uses should be considered.
- The transportation program should balance statewide needs and local issues.

#### **Transportation Needs – Current & Future Panel Discussion**

**(Tom Warne Moderator) (15 minute presentations) (presenter's biographies [BIOS.doc](#))**

##### **Idaho Highway Users – Scott Ellsworth, CH2M Hill, [Scott Ellsworth presentation.pdf](#)**

Scott reviewed the responsibilities of the Idaho Highway Users and reported on the conclusions of the Idaho Transportation Vision. He pointed out that 91% of personal travel is done in a private car (with 76% being in a single-occupant vehicle). Twenty-six percent (26%) of Idaho's urban roads are now congested. Rural interstate traffic has increased 36% and axle loads have increased 88%. Studies have shown that conditions of Idaho's highways and bridges have a backlog of needs; the 1995 Needs Study estimated \$8.6 billion.

Idaho's Transportation Vision priorities are: Integrate the statewide transportation system; Support quality of life; Fund with multimodal flexibility; Integrate transportation and land-use planning; and Support modal choices.

#### **Local – Joe Haynes, Local Highway Technical Assistance Council, [Joe Haynes speech.pdf](#)**

Joe pointed out that there are 288 Local jurisdictions which employ 1,820 people. The local system has 33,250 centerline miles of roadways, 2,283 bridges, and 1,275 railroad crossings. They experience a 300 mile increase each year. From 1990 to 2003 the local system grew 4,022 miles. Only 5,366 miles are eligible for federal funds.

When reviewing the funding from the Highway Distribution Account, Joe pointed out that the local jurisdictions are under-funded to meet the standard cost responsibility of 70% user funding/30% non-user funding. They are currently at 46% user/54% non-user. This funding shortfall is a critical problem in that with this year's 7% increase for fuel, materials, etc., the local jurisdictions are far beyond their funding abilities to meet projected needs.

To quote Bill Henry, President of the ASCE, **“We need to establish a comprehensive, long term infrastructure plan as opposed to our current patch and pray method”.**

#### **Public Transit – Mary Barker, CTAI, [Mary Barker presentation.pdf](#)**

Mary pointed out the need for public transportation as part of the mix for a healthy transportation infrastructure. She noted Idaho's population growth and an aging population by 2030. A recent survey, show Idahoans ready to use public transit when it is available. Unfortunately, with no state funding and no provision for local funding, Idaho's public transit providers are very limited in the services that they can provide.

A 2004 Legislative Committee recommended that the legislature codify statewide public transportation policy and address a long-range plan for funding. Currently, we are not using all of the Federal Funds that Idaho could be getting because providers do not have matching funds. Idaho Falls could have had \$1.2 million, but could only use \$330,000.

**The benefits of public transportation are wide spreading, but for now consistent funding for public transportation is key to establishing a program that meets Idaho's needs.**

#### **Regional Needs Prospective—Matt Stoll, COMPASS, [Matt Stoll presentation.pdf](#)**

Matt discussed the recognition in the Treasure Valley area for a coordinated, valley-wide system of land development and transportation systems prompted two planning initiatives. COMPASS is currently working on. *Communities in Motion*, a 25-year, six-county transportation plan, and *Blueprint for Good Growth*, a land use plan with strategies for shared growth.

He noted that one-half (1/2) of Idaho's population growth is in Ada and Canyon Counties. Treasure Valley residents also have voiced a need to protect prime farmland from urban development, recognize floodplains when establishing land use, maintain hillsides and other recreational open spaces, shield open water and surrounding lands from housing developments, and guard the Birds of Prey area from encroachment. He described the processes being used and reviewed next year's proposed calendar for the two plans development.

#### **30-Year Capital Improvement Report – Dwight Bower, H.W. Lochner, [Dwight Bower presentation.pdf](#)**

Dwight reported that Lochner, consultant for the Forum project, had requested that the six Districts of the Idaho Transportation Department coordinate with the local jurisdictions and public transit providers to collect information about projected Surface Transportation Capital Improvement Needs to 2035. He stated that the data was to focus on identified/predicted improvement needs; not include maintenance or minor surface improvements, estimate costs using current 2005 dollars.

The data revealed that the state system, including interstates and state highways projected over \$12 billion in needs. Local jurisdictions projected needs amounting to over \$6 billion, and public transit over \$1 billion. Idaho's 30-year Transportation Capital Improvement Needs totaled \$20 billion. Lochner did not judge or rate any of the data, projects, or costs that were generated. Some of the projections are probably conservative and others are optimistic. But either way, and at whatever the final cost, Idaho faces many needs for our future surface transportation system.

## Wrap Up Needs Prospective (Tom Warne)

Tom pointed out that a \$20 billion estimate for Idaho's Surface Transportation Capital Improvements for the next 30 years is not unrealistic. Tennessee has estimated \$85 billion for the next 25 years; Massachusetts - \$31 billion/20 years; Texas - \$185 billion/50 years; and Utah - \$27 billion/25 years.

He noted that Scott reported that the increased vehicle miles traveled is congesting most of our highways and that land use and transportation planning needs to be integrated to further address needs. Joe pointed out that maintenance and operations must also be funded adequately. Mary stated that public transit must be safe, accessible to all ages, and affordable. Funding is the key to public transportation statewide. Matt recognized the inter-county (regional) connectivity and the impact that this has on all phases of the transportation system. And finally, Dwight stressed that the needs data collected was unconstrained by funding or other qualifications.

Questions and Answers: 1) Of the projected \$20 billion in needs, what funding do we have and what additional funds will we need? The next meeting will address this further. 2) What are the future predictions for maintenance and operating costs? This was not collected at this time, but if the Forum decides that this information should be identified, further data collection can be done. 3) Are the projected needs in long-range plans? The data was not restricted in any way, but if a project was accepted, it would then have to meet all regulations and restrictions. 4) Why does this data not include intermodal modes, environmental concerns, aeronautics, or other freight needs? A discussion about internal juggling of funds, the need to expand rail freight to relieve highway usage, and conserving ourselves into a death spiral ensued. A freight discussion was suggested for next meeting. It was also noted that the Aeronautics Division of the Idaho Transportation Department is considering a forum to review their infrastructure/investment options and needs.

## Rick Krochalis, Regional Administrator of the Federal Transit Administration – “Vision of Public Transit,” biography - [BIO-Rick Krochalis.doc](#), [Rick Krochalis presentation.doc](#)

*Larry Falkner, Idaho Transportation Department's Public Transportation Administrator, introduced Mr. Krochalis.*

Rick urged Idaho to break out of the status-quo for public transportation. He spoke of problems of image, the expense of driving personal vehicles, that Idaho's population is growing, and people want and need more transportation choices. His vision of Public Transportation is quality service that responds to community needs, uses appropriate technology, partners when possible, is financially accountable, and is supported by public and elected officials. He reviewed several new funding methods, new technology, and an Executive Order from President Bush for Federal agencies to consolidate, coordinate, and be cost efficient in their human services transportation. He also urged Idaho to address a dedicated funding source for public transportation. What are the next mobility investments that Idaho should consider?

Questions and Answers: 1) Does the Executive Order include school children transportation? Currently, regulations for child safety and other restrictions, make school transportation exempt, but school transportation is a \$100 million investment and is being reviewed. 2) If Idaho is unable to match federal transit funds, where do the allocated funds go? The funds are distributed to others who qualify for the match.

## Facilitated Breakout Sessions

The Forum members were separated into 3 facilitated groups and discussed the following questions.

- Considering the information you have heard this morning, does this view of Idaho's long-term transportation needs support your vision of Idaho's future-particularly in regard to your geographical region or the sector that you represent: Why or why not?
- What are all of the factors, such as safety, economic growth, air quality, etc. that should be considered as we prioritize our wants and needs?
- What will be the reaction from your region to the information presented?
- What improvements can be made to the information gathered and the documents provided?
- What information do you need to participate in the next meeting?

The groups reported their discussions from the meetings. [Flip Chart Responses - Session 3.doc](#)

## **Summary Session (Tom Warne summarized today's meeting/outcomes)**

- **Facilitated Sessions Summary.**  
The \$20 billion of capital improvement needs does represent “sticker shock,” but the total as compared to other states is probably within 10% plus/minus the needed total.
- **Questions/information requests.**  
The requests for more freight information and operation and maintenance costs will be addressed in upcoming meetings.
- **What did we learn/where are we at?**  
From the questions/concerns of the members, a review of the purpose of the Forum and the information that has been gathered thus far seems to be in order and will be include in the next meeting.
- **Questions and Answers**  
The per mile costs of operating and maintenance for light rail/buses, etc. would also be very beneficial.  
Some right of way for rail is now being changed to a dedicated truck/bus roadway. We need to investigate more innovative methods and keep our options open for these types of solutions.

## **Future Meeting Dates and Other Closing Information**

Jim Kempton reported that there is a conflict with the previously scheduled September meeting (Sept 6) in Coeur d' Alene. He reported new possible dates and Tuesday, September 13 was picked.

Jim also reported that notebook tabs for the meetings and expandable folders are available from Linda Emry and she has expense forms for those who need to be reimbursed for this meeting.

## **Next Meeting**

The next meeting is scheduled for June 28 in Twin Falls. More information will be sent later.

## **Adjourn**

Dwight Bower thanked the District staff and the other jurisdictions for their participation in submitting data for the 30-Year Capital Improvement Needs report.

Jim thanked the facilitators for their expertise in the breakout sessions.

The meeting was adjourned.